

The Hongkong Telegraph

(ESTABLISHED 1881.)

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March 8, 1916. Temperature 6 a.m. 50 2 p.m. 60
Humidity 93 82

March 8, 1915. Temperature 6 a.m. 63 2 p.m. 73
Humidity 76 79

WEATHER FORECAST
OVERCAST
Barometer 30.02

7160 日五初月二

WEDNESDAY, MARCH 8, 1916.

日三拜禮 號八月三英海華 SINGLE COPY 10 CENTS.
\$36 PER ANNUM

TELEGRAMS.

CONDENSED.

LORD DESMOND FITZGERALD HAS DIED IN FRANCE.
THE GERMANS HAVE ATTACKED AND CAPTURED HILL 265.
THE FRENCH STILL HOLD THE VILLAGE OF BETHINCOURT.
LIEUT.-COL. C. DAVIDSON HOUSTON IS REPORTED KILLED.
AN AUSTRALIAN SIEGE BRIGADE IS FIGHTING AT VERDUN.
THE LATEST ZEPPELIN RAID CAUSED NO MILITARY DAMAGE.
GERMAN EXCHANGE IS DECLINING IN NEUTRAL COUNTRIES.
COLONEL HOUSE HAS CONFERRED WITH PRESIDENT WILSON.
IT WAS SNOWING WHEN THE ZEPPELINS MADE THEIR LAST RAID.
THEIR MAJESTIES HAVE ENTERTAINED 2,000 WOUNDED SOLDIERS.
THE FRENCH HAVE BOMBARDED GERMAN POSITIONS IN ARGONNE.
FRESH GERMAN CONTINGENTS ARE ARRIVING IN CONSTANTINOPLE.
ZEPPELINS RAIDING ENGLAND ON SIX-ETH INST. DROPPED 90 BOMBS.
GERMANY SAYS NAVAL AIRSHIPS BOMBARDED NAVAL BASE AT HULL.
THE GERMANS MAKE A DUBIOUS CLAIM OF CAPTURING 900 PRISONERS.
AFTER A BOMBARDMENT GERMANS PROGRESSED WEST OF THE MEUSE.
NEW HEAVY GUNS HAVE BEEN PLACED ON THE GOEBEN AND HAMIDIEH.

THE ALLIES IN THE WEST. The Fighting in Champagne.

[Reuter's Service to The "Telegraph."]

March 7, 3.30 p.m.
Reuter's correspondent at Paris says it is officially announced that an intense bombardment enabled the Germans to make progress west of the Meuse along the railway line in the neighbourhood of Regneville.

Simultaneously a German Division attacked and captured Hill 265, despite heavy losses inflicted by the French artillery and machine guns.

The French hold the village of Bethincourt, the clumps eastward of the Corbeaux and Cumeres woods and the upper part of the ridge.

Eastward of the Meuse, in the region of Bois Handemont, and also in Woevre, the artillery struggle continued with intensity during the night. The French again bombarded the German positions in Argonne and repulsed the Germans who attempted to occupy a mine crater.

A Dubious German Claim.

March 7, 1.30 p.m.
A Berlin communique states that things are quietest at Verdun. Nevertheless, it makes a dubious claim to the capture of 900 prisoners in minor engagements.

German Exchange Rates Declining.

March 7, 1.30 p.m.
Neutral opinion regarding the German prospects is reflected in heavy falls in German exchanges in Switzerland, Denmark and Holland.

Australian Brigade At Verdun.

March 7, 1.30 p.m.
Reuter's correspondent at Melbourne says that, speaking to a crowded and enthusiastic meeting in the Town Hall, demonstrating sympathy and admiration for the French in their defence of Verdun, Mr. Pearce, the Minister of Defence, announced that an Australian Siege Brigade was fighting there.

A large sum was subscribed to the French Red Cross Fund.

The Position Analysed.

March 7, 2.45 p.m.
Reuter's Paris correspondent says it is unofficially stated that the enemy's gain at Forges covers only a hundred yards and gives no advantage, as the French firmly hold a dominating position at Cote d'Oie.

The German operations in Champagne are local and have been unsuccessful. They are prompted by the enemy's fear of the French massing troops at Verdun.

The Second Battle.

March 7, 2.45 p.m.
Newspapers point out that the second battle at Verdun is characterised by spasmodic attacks, which are vastly different to the tremendous uninterrupted storm of the first battle. The German troops are no longer the same; they now consist of youths, who are inclined to waver.

COLONEL HOUSE'S MISSION.

March 7, 1.30 p.m.
Reuter's correspondent at Washington states that Colonel House has conferred with President Wilson on the results of his Mission to Europe.

DUTCH STEAMER FIRED ON.

March 7, 2.45 p.m.
Reuter's correspondent at Amsterdam states that the Dutch steamer Bandoeng, homeward bound from India, was fired on in the Mediterranean without warning, her lifeboats being damaged.

THE TURKISH SITUATION.

Fresh German Troops Arrive.

March 7, 1.30 p.m.
A Salonica telegram says that Constantinople is full of German soldiers, of whom fresh contingents are continually arriving, besides large quantities of heavy guns, munitions, motor vehicles and coal and flour from Bulgaria.

New heavy guns have been placed on the Goeben and the Hamidieh.

TELEGRAMS.

ZEPPELINS DROP 90 BOMBS.

Details of the Last Raid.

[Reuter's Service to The "Telegraph."]

March 7, 3.30 p.m.
It is officially announced that at least ninety bombs were dropped by the air raiders on the night of March 5 and 6. They were apparently dropped indiscriminately in rural districts. Possibly owing to the rough weather, the Zeppelins were uncertain of their whereabouts and were anxious to get rid of their bombs before escaping under the cover of the night.

There was no military damage of any description and the casualties were entirely confined to civilians. One who was injured has since died.

More Victims.

March 8, 8.40 a.m. (Singapore Time.)
Much surprise is felt at the visit of the Zeppelin, as snow was falling. The arrangements, where warnings were given, worked most smoothly, and lights were extinguished without the slightest alarm. Both incendiary and explosive bombs were dropped, and a block of workmen's buildings was demolished. A woman and her four children were killed, the husband being taken to hospital. A ninety-year-old pensioner was incinerated in his bed.

A German Claim.

March 8, 8.40 a.m. (Singapore Time.)
According to Reuter's correspondent at Amsterdam, a German official message claims that some naval airships have abundantly bombarded a naval base at Hull, that good results were observed and that, though vigorously bombarded, the airships returned safely.

A ROYAL INVITATION.

March 8, 8.40 a.m. (Singapore Time.)
Their Majesties the King and Queen have invited two thousand wounded soldiers to tea.

DIED FOR THEIR COUNTRY.

March 6, 1.25 p.m. (Singapore Time.)
Lord Desmond Fitzgerald has died in France. Lieut. Col. O. Davidson Houston, previously stated to be missing, is now unofficially reported killed.

THE SITUATION IN ATHENS.

March 7, 1.25 p.m.
A telegram from Athens says the Government newspapers deny the reported impending reconstruction of the Skoulodis Cabinet.

CAPTOR OF ERZERUM HONOURED.

March 7, 2.45 p.m.
Reuter's correspondent at Petrograd states that the Tsar has conferred the Order of St. George on General Yudenitch, the captor of Erzerum.

RUSSIAN AMBASSADOR RECALLED.

March 7, 2.45 p.m.
Reuter's Petrograd correspondent says that M. Malévitch, the Russian Ambassador in Japan, has been recalled owing to ill-health.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 8 or on Extra.]

EARLIER TELEGRAMS.

SHIP'S STEWARDS LIABLE FOR SERVICE.

March 6, 6.40 p.m.
The Board of Trade announces that stewards of passenger ships are not exempt from military service.

AMERICA'S NEW WAR SECRETARY.

March 6, 10.30 p.m.
A message from Washington says that President Wilson has appointed Mr. Baker, ex-Mayor of Cleveland, Ohio, to be Secretary of War in succession to Mr. Garrison, who recently resigned.

RUSSIANS CONTINUE TO ADVANCE.

March 8, 11.10 p.m.
A Petrograd communique says: Under heavy fire by the fleet, our troops on Saturday night landed at Atina, 65 miles east of Trebizond, and, extending rapidly to the south, forced the Turks to evacuate their positions in this district, capturing 232 prisoners, two guns and munitions. On Sunday morning we occupied the village of Maspavi, midway between Atina and Rizeh. The latter place is 40 miles east of Trebizond.

TELEGRAMS.

THE ALLIES IN THE WEST.

Mutual Activity on British Front.

[Reuter's Service to The "Telegraph."]

March 6, 4.20 p.m.
A British communique says:—Last night we sprang a mine north-east of Vermelles. To-day, the enemy sprang a mine near the Hohensollern Redoubt, but no attack followed and we had no casualties. Artillery is mutually active about Albert, Hulloch and Ypres.

Further German Attacks.

March 7, 2.20 a.m.
A Paris communique says:—The Germans in Champagne delivered an attack preceded by jets of liquid fire, on our position near Maisons in Champagne. While the enemy on our right was held up by our curtain of fire and was unable to leave their trenches, he succeeded in penetrating on our left a small portion of our advanced trench. The French in Argonne exploded a mine at Courtes Chances, destroying a German fort and causing an enormous crater, of which the French are organising the southern lip. The enemy, under cover of a mine exploded near Haute Chevauchée, gained a footing at some points in our advanced lines from which he was immediately ejected. West of the Meuse, after a violent bombardment lasting the whole of the morning, between Bethincourt and the Meuse, the Germans launched a strong attack against Forges, which is situated on our advanced line. They succeeded, after a violent encounter, in capturing the village. Intermittent artillery activity is reported east of the Meuse and there is an intense bombardment in the region of Fresnoy. The French artillery seriously damaged the enemy's organisations west of Pont-a-Mousson.

The Wonderful French.

March 7, 4.25 p.m.
Mr. Warner Allen, describing the operations at Verdun, says:—Despite the constant bombardment, the damage to the town is comparatively small. The enemy aims especially at the gates, hoping to catch motor lorries. I watched twenty or thirty six and eight inch shells explode within an uncomfortably small radius, but the insouciance of the French troops along that shelled road was a marvellous testimony to the strength of their nerves. The German advance made at such a tremendous sacrifice represents almost zero, from a strategic viewpoint. They are no nearer Verdun than they were in 1915, and have only regained the ground the French took between January and April last year. Never have the French troops fought more magnificently than during the grim retirements. Two divisions held up two German Army Corps for several hours, and the enemy paid for every yard a hundred-fold. In the utter fatigue of the third day, when, under a storm of German shells, a few convoys were reaching the advanced positions, the men fought on doggedly without food or drink.

WAR OFFICE AND DYING HERO.

How Comfort War Brought at Eventide.

A touching story is revealed by the consideration of the War Office—at the instigation of the Bishop of London—for a dying hero.

Corporal Martindale, of the Middlesex Regiment, mentioned in dispatches by Sir John French for trying to save his officer and doctor under fire, was mortally wounded in the attempt, and as he lay unconscious in the base hospital at Rouen, he continually asked for his sister, who brought him up when he was left a motherless child.

The Bishop of London interested himself in the case and induced the War Office to send out the sister, Mrs. Holliday, of Bourke-road, Willenden. She was given a passport by the Foreign Office and a first-class pass by the War Office, and she spent four days with her brother before he died. Another brother, then in the firing line, was also given permission to visit the base hospital, and when he followed the dead hero to the grave, the French women and children came out of their houses and gave him flowers to place on the coffin.

Mrs. Holliday has since received a personal letter from the Bishop of London and a letter from Prince Alexander of Teck conveying the sympathy of the King.

Her two other brothers are fighting, she has had a brother-in-law and a cousin killed in action, and a brother-in-law wounded. Both she and her sister are engaged in the manufacture of munitions.

THE NEW RUSSIAN PREMIER.

M. Stuermer's War Policy.

Petrograd, February 2.—The retirement of M. Goremykin from the Premiership, and the appointment of M. Stuermer as his successor, announced this morning, are generally regarded as changes of persons and not of policy.

The extreme Right, or reactionaries, both in the Duma and the Upper House, are pleased with the new appointment. Other parties are puzzled and perplexed. Boris Vladimirovich Stuermer, the new Premier, who was born in 1843, and has served in the Ministries of Justice and the Interior, and in the Department of Heraldry, is a bureaucrat who is known to the general public only by one act, and that is his suspension of the Tver Zemstvo in 1903 during the Plavhe regime and the banishment of several prominent Zemstvo workers.

For the past ten years he has been a member of the Right group in the Council of the Empire, but has never made a speech. In connection with changes in the Cabinet his name has been several times mentioned for the Premiership, and two years ago, when the Government refused to confirm the election of Prince Lvoff as Mayor of Moscow, there was an idea of giving M. Stuermer the post of Government appointment over the heads of Moscow citizens.

M. Goremykin's Friend.

All this shows that M. Stuermer enjoys the sympathy of high bureaucratic circles, but it must be admitted that material for judging the new Premier's administrative quality is scanty enough. It must be noted he is

TELEGRAMS.

TERRIBLE SHIPPING DISASTER.

Over 400 Persons Missing.

[Reuter's Service to The "Telegraph."]

London, Received, March 7.
The Spanish liner Principe de Asturias, from Barcelona for Buenos Aires, struck a rock off the South American coast; 338 passengers and 167 of the crew are missing.

THE CAPTURE OF SU-FU.

London, Received, March 7.
Reuter's correspondent at Shanghai says the Government troops captured Su-fu on March 1, the rebels fleeing in disorder. [The above information was contained in a message which was published from our Shanghai correspondent on Monday.]

London, Received, March 8.
Reuter's correspondent at Peking states that the capture of Su-fu by the Government troops was the result of fierce fighting, in which the rebels suffered heavily. It is reported from Yunnan-fu that alarm is being caused by the advance of the Szechuan troops, who have already entered Yunnan, where troops from Kwangsi and Kwangtung have occupied Poyai.

an intimate friend of M. Goremykin, and the prevailing view is that he will continue M. Goremykin's policy.

In the "Novoye Vremya" to-day M. Stuermer gives a general statement of his views on current questions. The statement is moderate and reassuring in tone, and does not tally with the impression that M. Stuermer is a hard and fast reactionary.

First of all, he expresses the emphatic conviction that the war must be fought to victory, and that Russia must never make a separate peace. He dwells on the enormous resources of Russia, and denies the possibility of her being reduced to exhaustion by war.

As to the work of the Duma, he speaks vaguely, but, on the whole, favourably, and, at any rate, does not support the extreme view that the approaching session should be strictly limited to a discussion of the Budget. A certain amount of legislative work, mainly of an economic character, is, he says, immediately necessary.

In regard to the other burning question, that of the attitude of the Government towards the big national organizations, the unions of the Zemstvos and the towns, M. Stuermer expresses conciliatory views and gives the assurance that he will support their work. —Daily Chronicle.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

Friday, March 10.

The Currency Problem—Lecture by Mr. J. M. Xavier, City Hall; 5.15 p.m.

Saturday, March 11.

A.D.C. Performance of "The Angel in the House"; 9.15 p.m.

Tuesday, March 28.

Hongkong Fire Insurance Co., Ltd.—Meeting of shareholders; noon.

Wednesday, March 29.

China Sugar Refining Co., Ltd.—Meeting of shareholders; 11.30 a.m.

GENERAL NEWS.

Jamaica's Sugar Exports.
Kingston, January 22.—The Governor has issued a proclamation prohibiting the exportation of sugar from Jamaica to destinations other than the United Kingdom and British possessions and protectorates.

Cheshire Copper Mines Closed.
The Alderley (Cheshire) copper mines have been closed down, says the *Globe*. These workings are on the estate of Lord Sheffield, and are amongst the oldest in England. They are said to contain an enormous mass of copper ore. The mines were taken over some time ago by Mr. Gibb, of London, who has carried out new works. He has now taken up an army commission, and it is not known when the mines will be re-opened. Cobalt ore was first found there in 1807.

Formerly Adjutant at Singapore.

Captain Ernest Norman Bachan, D.S.O., 1st Battalion, Manchester Regiment, who was previously reported missing, and is now unofficially reported killed, was born in February, 1879, and gazetted to the Manchesters from the Militia in May, 1901. He obtained promotion in November, 1901, and was captain in December, 1912. For a short period in 1904 he held the post of adjutant in the Straits Settlements, and in September of last year, he was gazetted to the Staff. Captain Bachan fought right through the South African War, in which he earned the D.S.O.

Liverpool Shipowner's Fortune.
Mr. John Williamson, of Cloughton Grange, Birkenhead, senior partner in Williamson, Milligan and Co., Liverpool, and Milligan and Williamson, Buenos Ayres, a director of the Cunard Company from 1880 until 1903, and for 12 years a member of the Mersey Docks and Harbour Board, who died on Dec. 18 last, aged 86, left estate of the gross value of £11,772, of which £108,545 is net personalty. He bequeathed £100, each to the Home for Aged Mariners in connection with the Mercantile Marine Association of Liverpool; the Liverpool Seamen's Orphanage, Newham park; and the training-ship *Indefatigable*.

Mr. Matheson Lang Plays a Non-Speaking Part.
Mr. Matheson Lang, the well-known actor, was the central figure in a brief incident at the Marlborough Police-court recently. Mr. Lang rose from a seat at the solicitor's table, walked to the witness-box, and waited, hat in hand, while the magistrate examined a Foreign Office green form which had been handed up by Mr. Lang's solicitor. Nothing was said either by actor or solicitor. The silence was eventually broken by the magistrate remarking: "I am afraid I cannot sign this, sir; you must go to the Foreign Office." The solicitor said he had the contract if the magistrate wished to see it, but Mr. Garrett merely replied that he couldn't sign the form.

Queer Cargoes.
The cargo that the *Mania* is bringing is an assorted one, and it includes crates of skulls, at one time appertaining to the bodies of prehistoric Easter Islanders, says the *Shipping and Mercantile Gazette*. They form a weird collection, but, strange cargoes are afloat on the seas of the world. A consignment of deceased Chinese en route for the tombs of their ancestors provides eerie occupation of the hold on a night when the wind sighs and the rigging rattles and there is a ghostly indefiniteness about the middle watches of the night. A cargo of sacred cats, all embalmed back in the time of the Pharaohs, on their way as a mummified substitute for mummies in the pastures back of Philadelphia, was another extraordinary consignment some years ago. The British Museum will give a warm and hearty welcome to the prehistoric Easter Islanders. It may be that to some of us, thousands of years hence, the compliment will be returned.

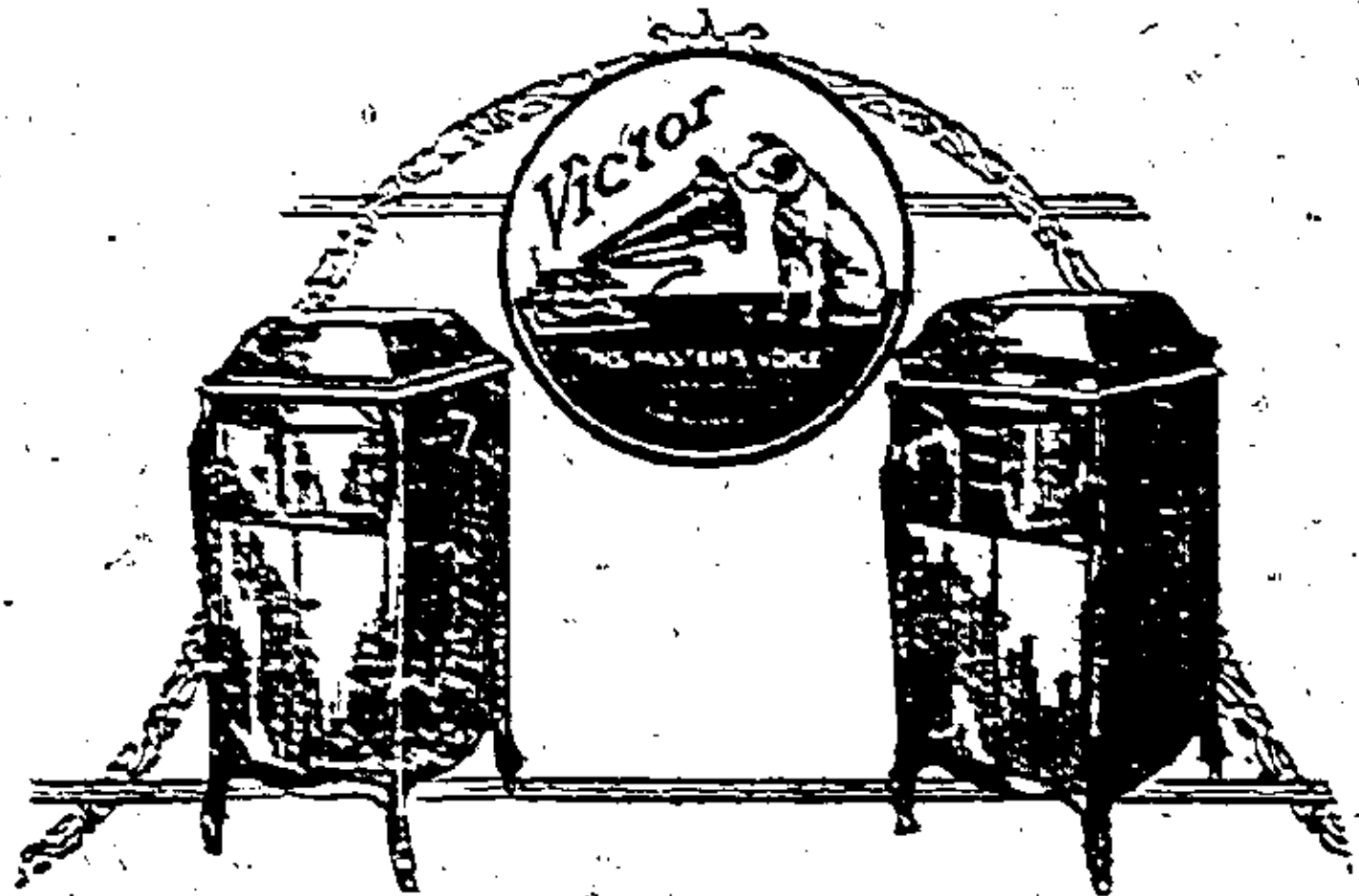
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NOTICES.

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THE WORN KAISER.

First-Hand Account of Nish Banquet.

The *Daily Mail* publishes an account from a correspondent, who arrived at Nish on January 18, of what he saw of "the Kaiser at close range on several occasions at Nish, and what happened at the Royal banquet where he was the guest of the King of Bulgaria and the latter's sons, Princes Cyril and Boris." The following are extracts:—

I was face to face with the Kaiser directly I left the train. King Ferdinand had only a few moments before received him on his arrival from the west, and the Royal couple were walking up and down the station platform without ceremony, arm in arm. I had never seen Ferdinand before, and it was eight years since I had last seen the German Emperor.

What a change! The Kaiser is not the tall man he is represented to be in photographs, and beside the great, massive figure of the hawk-nosed King Ferdinand, who has a curious duck-like waddle, the great War Lord seemed almost diminutive. The Kaiser wore a long grey coat, a brown fur necklet, and a spiked helmet covered with some sort of khaki-like cloth.

The people did not show much interest in the Kaiser, but the Bulgarian Ministers were obsequious. The correspondent describes the Kaiser's appearance as follows:—

How did the Kaiser look? Whether it be due to the fatigues of the war, the effects of a two-days' journey, or ill-health, I cannot say. So much is certain—the face is that of a tired and broken man. The hair is white, though the moustache is still suspiciously dark. There was an absence of the old activity of gesture, the quick, nervous wheeling about and unstable manner of the man.

The Kaiser was obviously out to make himself agreeable. He examined the medals of Bulgarian soldiers with apparent interest, chatted with royal effability, and smiled right and left. None the less, he is a greatly aged man. He held in his hand a handkerchief which he was perpetually using, and I noticed later at the banquet that he seemed to require it to assuage his continual coughing.

I also noticed at the banquet that the handkerchief was a huge Turkish affair of red, embroidered with the white Turkish star and crescent in the corner.

UNCLAIMED TELEGRAMS.

Eastern Extension Australasia & China Telegraph Co.

Ahyan, 13 Jubilee Street, Dickinson.
Carvalho, Astor House.
Fongui, c/o Wingsang.
Limyookshow Choo Penghung-chiang.
Marcia Roberto.
Paul, Swaffield.
Vivencia Alejandro.

J. J. BECK, Superintendent.
Hongkong, 3rd March, 1916.
Great Northern Telegraph Company, Ltd.
Ackland, Chartered Bank.
Chowkamsang, Kungsheng-long, 19 Connaught Road.
Focktaishun.
Ngsoolin, Astor Hotel.
A. R. SORESEN, Act. Superintendent.
Hongkong, 3rd March, 1916.

Australia and the Strikes.
Melbourne, February 1.—Mr. Hagelthorn, Australian Minister of Agriculture, indicated to-day that the State Ministry would endeavour to arrange for the formation of an industrial war council to deal with industrial disputes incapable of adjustment through ordinary legal tribunals. "We must," he declared, "stop all strikes while the war lasts."

The scene at the banquet in the Town Hall is thus described:—

It was of the usual Royal stiffness. King Ferdinand sat at the Kaiser's right, and on the Kaiser's left was placed the Bulgarian Premier, M. Radoslavoff. On the right of King Ferdinand sat General von Falkenhayn, the Chief of the German General Staff. Interested as I was in the Kaiser, I was hardly less interested in the personality of von Falkenhayn, who is the brain of the great German armies. Although a man well into the fifties, he looks as if he had not yet crossed the half-century mark. He is trim, alert of movement, has close-cropped grey hair, and seems the personification of vigour, vivacity, and virility. At any rate, he is bearing the strain of the war and his tremendous responsibilities well.

From the fact that the Kaiser ate and drank practically nothing at the banquet, I was led to believe the story that he always eats before proceeding to these State functions. Certainly he spent more time in coughing than eating at Nish.

At the close of the dinner the German and Bulgarian National Anthems were played, "Bismarck cigars" were handed round with the coffee, and the little gathering broke up quite informally. The whole scene left on my mind the impression of simplicity. Here were the great actors in the greatest drama in the world's history performing not for the benefit of the Kaiser and King Ferdinand or for the 40 people in the room, but for the whole of Central Europe.

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TO LET.—First Class shop in Chater Road, whole or part lane at rear. Apply Clarke & Co.

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N. LAZARUS,

OPHTHALMIC OPTICIAN.

WAR AND HEADACHES.

Have you noticed that your eyes are much more tired and that you have headaches since the war started? Everyone is reading two or three times as many papers as usual. Their additional reading causes eyestrain in eyes which had been previously capable of doing all the work they were asked to do. If your eyes were perfect, or if you had correctly fitted glasses, you could read all day without tiring your eyes.

We make no charge for testing your eyes, therefore if your eyes tire call in and ask if you need glasses.

N. LAZARUS

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G. MARTINI, SOLE IMPORTER, HONGKONG

THE CONDITION OF YOUR HAIR DEPENDS ON THE CONDITION OF YOUR SCALP.

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HONGKONG AND CHINA.

Correspondents are requested to observe rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

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(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at and will be delivered to subscribers by the Dairy Farm Company, Ltd., Shamshu, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, MARCH 8, 1916.

TURKEY'S SORE PLIGHT.

For many months past there have been matters of Turkish uneasiness under the German yoke. Little items of news which have filtered through have made it quite palpably plain that the failure of Germany's grandiose schemes, and her ruthless disregard of Turkish desires, have been working up to a point when open revolt was bound to come. That revolt is now assuming very definite shape, as yesterday's news clearly indicates. The assassination of the heir apparent, the stand taken by the Young Turks, the attempt on the life of Enver Pasha, the frequent rebellious acts of the Turkish soldiery against their German masters, and now the great mutiny in Smyrna, together with the reported desire of the Turks for peace—all these circumstances reveal the extreme gravity of the situation which has developed. And if these are the facts which are permitted to leak out, may it not be safe to assume that they are but a tithe of the happenings taking place? But we need only take the known facts; these supply their own commentary and reveal to what a grim pass things have come.

As we say, the growing pressure of the German heel has been showing itself for many months now. In the latter part of January, travellers arriving in Athens from Constantinople were wont to declare that the situation in Turkey had not only not improved by the arrival of the Germans, after crushing Serbia, but was getting even worse than before. A correspondent, writing at that time, asserted that, while in appearance preparations were going ahead for the Egyptian campaign, in reality every Turk, old and young alike, was looking forward to the end of the bloody affair and for peace at any cost. But we can go back even farther than that. Yesterday's telegrams spoke of the movement in favour of peace being backed by Talaat Bey. It is well, therefore, to recall that, in the last week of the old year, this same statesman made the most gloomy declarations in Parliament concerning the economic and financial standing of the country. Among his assertions was one that all the country's financial resources had been dried up, and he pertinently asked where the money was coming from with which to pay the growing burdens of the war. Talaat Bey, let it be remembered, is the Minister of Interior, and, when we reflect that the Ministry of Finance is now in German hands, more than usual significance is to be attached to these utterances. The inference is, of course, as was recently pointed out, that his idea was to shift the responsibility over to the Germans, to warn them not to look for any financial resources in Turkey, and, at the same time, to indicate that new loans to Turkey must be advanced if Germany wished the Turks to stay on their side to the finish.

That is only one aspect of the question; numerous other developments could be quoted to show the widening of the gulf between Turk and German. Long ere this, Turkey has come to the conclusion that the alliance has been for her a most unholty and unprofitable one. German promises and hopes held out have not materialised, all along the line Turkey's wishes have been subordinated to German presumption, and to-day the Turks find themselves the tools of an utterly unscrupulous and dominating nation, committed, incidentally, to an exhausting and dangerous campaign against Egypt for which they have no enthusiasm and from which they may well shrink in fear. Her plight to-day is pitiable in the extreme. She has no heart for war. She knows—or should do—that peace will cost her dearly. But, war or peace, Turkey's doom is sure.

The Safety-Lamp.

It may not be generally known that the present year marks the centenary of the miners' safety-lamp. The popular belief is that Sir Humphrey Davy is the inventor of the safety-lamp, but in point of fact, his invention provided one of the most curious of the coincident discoveries of science. That coincidence has been recalled by a correspondent in one of the Home papers, who says that at the same time that Sir Humphrey Davy hit upon the idea of the Davy lamp, George Stephenson was experimenting along the same lines and produced a safety lamp on exactly the same principle. The two men knew nothing of each other's work until their lamps were put on the market early in 1816. The simultaneous appearance of the "Davy" and the "Geordie" led to a great controversy and to hasty charges of plagiarism, but the independence of the famous engineers' investigations has long since been established, though Cornishmen still cling to the claim that Sir Humphrey Davy was first in the field.

And the Locomotive.

It is interesting in this connection to recall that this was not the first invention in regard to which a Cornish engineer's claims to priority of discovery had been challenged by admirers of George Stephenson. It is generally believed that Stephenson constructed the first locomotive, but, in point of fact, Richard Trevithick was several years ahead of him. Stephenson's locomotive made its appearance as late as 1814, but fourteen years before that time, Trevithick had constructed a model, which can now be seen in South Kensington Museum, while on Christmas Eve, 1801, his road locomotive conveyed the first load of passengers ever carried by a steam-propelled vehicle, and in the following year he and Andrew Vivian applied for a patent for steam engines in propelling carriages. In 1803, too, Trevithick's locomotive made its appearance in the streets of London. Stephenson certainly developed the ideas of Trevithick and greatly revolutionised travelling, but the latter had made very considerable progress before Stephenson began his experiments.

The Drink Question at Home.

It might have been foreseen, when the Government at Home launched out into the prohibition business where alcohol is concerned, that it would make a fool of itself sooner or later. The really sensible plan of keeping munition workers as far as possible without drink during working hours promised originally to be a success, though, as we pointed out at the time, probably better results would have been achieved had men been put on their honour, and not made children of, by compulsion. The mischief of the new regulation was that it introduced the thin end of the wedge for the temperance maniacs—who, by the way, are not infrequently large shareholders in mineral water companies! "No treating" and "prohibited hours" naturally followed, and now, as we have already shown, heavier punishments are being meted out to those who break the drink laws than to the ruffians who deliberately stand in the way of a proper munitions output. Not only so, but Home papers report that "the custom has grown up in Glasgow, and probably elsewhere, of purchasing a fairly large stock of liquor on the earliest available day of the week, pawing it for a small sum, and redeeming it on the Saturday, so as to give of a convivial Sunday." Is it any wonder that foreigners laugh at us for humbugs?

FOOTBALL.

H. K. F. C. v. R. G. A.

In this match, to take place on Saturday (kick-off at 4.15 p.m.) the H. K. F. C. team will be—J. Rodger, F. W. Black, J. McCall, M. L. Railton, J. Stewart, T. E. Chassey, G. A. Robinson, W. H. Vireash, J. Walker, H. E. McTavish, and J. Stalker.

DAY BY DAY.

THE SENTIMENTALIST AIMS AT GETTING EMOTION WITHOUT PAYING FOR IT IN FEELING.—E. F. Benson.

The Weather.
At the Peak 8 a.m. Temp. 53; heavy fog. (1915, 64 clear.)
Lower level 8 a.m. Temp. 62; dull. (1915, 72 clear.)

The Mails.
French Mail.—Due per s.s. Polyneesian to-day.
Siberian Mail.—Arrived per s.s. Nankin to-day.
Siberian Mail.—Closed per s.s. Polyneesian at 4 p.m. to-day.
Canadian and U.K. Mails.—Close per s.s. Titan at 11 a.m. to-morrow.

English Mail.—Closes per s.s. Nankin at 2 p.m. to-morrow.
Siberian Mail.—Closes per s.s. Sinkiang at 3 p.m. to-morrow.

The Dollar.
The rate of the dollar on demand to-day is 1/11 5/16.

To-morrow's Anniversary.
To-morrow is the 54th anniversary of the repulse of the Confederate ship Merrimac by the Federal ironclad Monitor.

Voyage Report.
The s.s. Faunang, which arrived to-day from Saigon, reports moderate north-east monsoon and moderate sea.

The Delroys.
Readers are reminded that the three Delroys make their debut to-night at the Bijou Theatre in their remarkable juggling act.

Of Good Character.
The Chinese who was before Mr. Wood the other day, on a charge of stealing a box of cigarettes from a widow's stall, brought evidence this morning, that he was a man of good character. Mr. Wood said there might be something in the man's story. He would be discharged.

Victoria Theatre.
Another exhibition of the famous American picture "The Nigger" was given at the Victoria Theatre last night before a fairly good house. The film is a most interesting one and should be seen by everyone. We understand that the Melbourne return to the Victoria on Friday night.

Banished in Trouble.
A Chinese was to-day charged with returning from banishment and with being illegally on the first floor of No. 44, Des Vaux Road West. Inspector Kent said the man was found in the house by an accountant. He was turning out some drawers in a writing table. Defendant, who said he would not dare to do such a thing, was sent to prison for six weeks.

Forthcoming Concert.
We are informed that a concert will be given on March 22 and 23 by members of the Catholic Women's League, in aid of the War Bandage Fund. It will be remembered that, last year, these ladies gave a particularly successful concert on behalf of the Belgian Fund. As the League embodies some of the finest musical talent in the Colony, it is hoped that the forthcoming entertainment will be very widely patronised.

A Shout and a Fight.
Two Chinese were charged before Mr. Wood, at the Police Court this morning, with behaving in a disorderly manner by fighting. The first defendant, a truck driver, said he was pushing his truck along the tram line because he could not get along the road, which was being repaired. The other man was in the way and would not get clear. He called out to him, whereupon he abused and struck witness. A fine of \$3 was imposed in each case.

Took Shoes for Wages.
Before Mr. Wood, at the Police Court this morning, a Chinese was charged with stealing a pair of shoes, valued at \$4, the property of Lo Hok, of Puya East. Defendant said complainant owed him three months' wages, and he therefore went and took a pair of shoes to settle the debt. Complainant said there was no pay due to defendant. He was only an apprentice. Defendant was discharged. Mr. Wood remarked that he thought the case should not be pressed.

THE DARDANELLES.

Graphic Description in a Letter.

The following letter has been received in the Colony:—

At Sea.
H.M.S. Dunlop Castle,
Wed., Dec. 22nd.

We have been having a very busy time since I last wrote to you, which I believe was from Malta, on December 8—we had only one day's rest there and rushed back to Mudros, doing it in record time for us (48 hours). We then went to Taurus (?) and disembarked the Stationary Hospital which we brought out from England and have been carting about ever since, as no one seemed to want them. Then we rushed over to Anzac and took in patients all night, and the next day, took them back to Mudros and discharged them into another ship there, and rushed back again to Anzac and started taking on again. The reason for all this rushing was—as you probably know by now—that Anzac and Sarva were being evacuated by us. It has been accomplished in a masterly manner, as only six casualties occurred. We were fortunate enough to see the whole thing; curiously enough, we saw the original landing at Sarva and now the evacuations. Needless to say, it made one feel very sad to have to give up the land which had been gained after tremendous loss of life, but one felt thankful that General had had the strength of mind to advise the evacuation of these places, which to us, who have seen so much of it, appeared to be useless from a military standpoint and was very costly in loss of life. One feels sure these troops will be used to much greater advantage elsewhere. The evacuation was very cleverly done. I will tell you about it as far as we could see it from the ship, which was a good deal, as we went very close this time, in fact so close, that quite a lot of damage was done by stray rifle bullets. One of our wireless boys got hit in the leg, but, fortunately, the bullet fired into some iron work, then through a canvas screen, so did not hurt him much. There were several other narrow escapes.

Well, every night, directly it was dark, several transports crept up till they were about half a mile from the shore, and were all around us. Then the oil motor barges came out to them, loaded with stores and men. There was hardly a sound and the effect produced was uncanny. One would be standing on deck looking out at sea, when suddenly a huge black form would slowly drift past you. Two or three old battleships were also used for the purpose. The Mars and Terrible were close to us. Of course, none of the ships showed any light at all, and one never heard a human voice. The whole thing was done in absolute silence. We saw a lot of it as we were up late working and taking on patients. By the time daylight came, there was not a sign of a single transport, so the Turks had no idea that anything extraordinary was happening. It was arranged that half of the staff of two of the Hospitals on shore should remain till the very end, in case the Turks made an attack. The men were very gradually withdrawn from the trenches till on Sunday, only about 10,000 men remained in each place, Anzac and Sarva. On Sunday morning we saw some most daring flying. One of our big Farman biplanes flew all around our ship at different levels. I suppose to make sure the engines were working well. Then she flew over to the shore and slowly flew the whole length of the Turkish trenches at a height of only about 50 ft. from the ground. We did not see a single shot fired at her, so suppose the Turks were so astonished that they could not get their snappet ready. Twice she did this, then calmly flew away, pursued by Turkish snappet. Probably she was ascertaining if the Turks were making any preparations to attack during the night.

On Sunday afternoon at 2 o'clock exactly, 17 of our warships suddenly started an enormous bombardment of the Turkish lines at Cape Moller. It was a truly wonderful sight, the bombardment continued without interval for two hours. Although we were quite six miles away, the noise was terrific and our ships were shaken every time the monitors fired their 14-inch guns. The effect produced on land was truly extraordinary. It looked just as if a gigantic forest has suddenly grown—this effect was produced by the explosion of the shells and also the smoke. The noise on the shore must have been frightful. It was a fine sight and I should have been very sorry to have missed it. We supposed the idea was to make the Turks think we were going to advance at Cape Helles and so attract them there, away from Anzac. Whether it had the desired result or not, I do not know, but the fact remains that the whole of our troops, including the Hospital Staffs, got away with only the six casualties, and the next morning, when not a soul was left on shore, the Turks were doing their usual shelling of the beach. How long it will be before they discover the bird has flown, I do not know.

Battleships were ready in the background to bombard the Turkish positions if necessary. Fortunately it was not. So you see we have been having an exciting time, although a very hard one from the work point of view. I have to visit 230 patients and also a medical officer who is rather a dog; he has chest trouble, so the Major asked me to look after him, he is improving.

Thursday, Dec. 23rd.
We have just arrived at Alexandria, but I do not know if we shall disembark our patients to-day or to-morrow. It is quite hot here—brilliant sunshine, so that it is hard to realise that Xmas Day is so near. It seems ages since we were in England and hope we shall soon do another trip home—which is not unlikely now that Anzac and Sarva are evacuated. They may take the opportunity of clearing out the Hospitals at Egypt or Malta. I think there must be another big move in contemplation. We see by wireless news that the Greek and Bulgars have been scrapping. I hope it will develop. They hate each other and it is quite likely Greece will have to join in after all.

I expect you will receive this before New Year's Day. I wish you both a Happy New Year and many years of health and happiness, and may the New Year bring the restoration of Peace; then indeed we shall be able to enjoy our pleasures again without the war-cloud hanging over us.

THE MARINE COURT.

Launch Collides with Destroyer.

Before Commander C. W. Beckwith, R.N., at the Marine Court yesterday, Lieut. Robert McMurray, R.N.R., H.M.S. Whiting, charged Wan Sam, master of the steam launch "A 1," with unlawfully failing to observe the rule of the road in the Harbour, on February 29.

Defendant pleaded guilty. Lieut. McMurray, sworn, stated—I slipped from the buoy and proceeded slowly out into the Harbour to go out on patrol when I observed the steam launch "A 1" on my port bow at a distance of about 800 feet, steering to pass ahead of my ship. I held my course and speed until I saw a collision was inevitable. I then went full speed astern, giving the proper signal. The launch "A 1" still continued on her course and it was only when she was within 100 feet of the Whiting that the engines were put "full astern," but before the way was off the launch, she struck the Whiting and did considerable damage, necessitating the ship being docked for repairs.

Defendant said he thought the destroyer was at her bow and did not notice she was under way. His Worship fined defendant \$15 and ordered him to be re-examined before returning his certificate.

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POLICE RESERVE ORDERS.

Orders issued to-day by Mr. R. C. Jenkin, D. S. P. (Reserve) state:—

Mounted Police.
The following troopers are requested to attend at the Jockey Club Stables for a practice ride on Thursday, March 9 at 5.30 p.m.
Troopers—Grimble, Boylance, Cartwright, Fernandes, Alves, Snell, Kew & Hussain.
Uniform with blue puttees and black boots.

Musketry.
Sunday, March 12.
Blake Pier, 9.00 a.m. sharp.
All N. C. Officers.
Blake Pier, 9.00 a.m. sharp.
Nos. 1 and 2 Platoons, No. 1 Company.

Route March.
All ranks will parade at Central at 5.15 p.m. on Friday, March 10, for Route March. Uniforms with Helms and Spikes; white mushroom tops to be worn by those to whom spikes have not been issued.

Band, Maxim Gunners, Motor Patrols, Mounted Patrols and Ambulance Co. will attend.
Band and Orchestra Practice.
Thursday, March 9 at 6.00 p.m.

LITERARY NEWS.

The new number of "The International Journal of Ethics" covers a very wide range of subjects. The contents include "Ethics of the Family" by James H. Tufts, "Ethics of Competition" by H. B. Reed, "The Prevention of War" by C. D. Broad, "Human Nature and the State" by Harold Chapman Brown, and "The Force of Precedents in International Law" by James Parker Hall.

The Rt. Hon. J. M. Robertson, M.P. has not been idle since he left the Government, for we notice he is to publish a new book through Messrs. George Allen and Unwin, Ltd. entitled "War and Civilization." It is in the form of an open letter to a Swedish Professor, and is a strong indictment of the German point of view. It is to be published on the 24th of this month.

Messrs. George Allen and Unwin, Ltd. announce new editions of "The Autobiography of Froebel" and Pestalozzi's famous work "How Gertrude Teaches Her Children." They are both to be published on the 17th inst. Prof. Douglas Clyde Macintosh of Yale University, has recently completed a book on "The Problem of Knowledge" which is announced for early publication by Messrs. George Allen and Unwin, Ltd.

Messrs. Hodder and Stoughton announce for early publication the life-story, by A. Wallis Myers, of Captain Anthony Wilding, the famous athlete and Anzac, who fell in the war. Captain Wilding was the world's lawn-tennis champion; he was known to every sportsman in the British Empire, on the Continent of Europe and in America. He was also an intrepid motorist and motor-cyclist who had probably seen more of the world "on tyres" than any man. And he possessed a unique personality which gained him the friendship and confidence of many eminent men in many countries. Told by an intimate friend, privileged to publish many of Captain Wilding's letters, some of them written under shell-fire on an armoured car, this story of a strenuous life, cut short in its prime, appeals not only to sportsmen but to every admirer of young and healthy manhood. It is illustrated with thirty photographs depicting Captain Wilding's activities in peace and war.

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is as follows:—

March	1	—	—	Tons	176
"	2	—	—	"	183
"	3	—	—	"	177
"	4	—	—	"	181
"	5	—	—	"	177
"	6	—	—	"	178
"	7	—	—	"	172

Total to 7th inst. 1222

Daily average 174.57

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SHANGHAI, Moji, Kobe and Yokohama	Malta Capt. C. G. Talbot	about 16th Mar.	Freight & Pass.
LONDON & Bombay, Singapore, Penang, Cebu, Port Said and Marseilles	Novara Capt. H. R. Hetherington, R.N.R.	about 24th Mar.	Freight & Pass.
SHANGHAI, Moji, Kobe and Yokohama	Nagoya Capt. Garwood, R.N.R.	about 25th Mar.	Freight & Pass.

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Hongkong, 1st March, 1916. Agents.

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Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Tenerife.	Slyo Maru Capt. Soyeda T. 16,000 Miyazaki Maru Capt. Teranaka T. 16,000	THURS. 9th Mar. at noon. SUN. 26th Mar. at noon.
VICTORIA, B.C. and SEATTLE via Shanghai, Kobe, Yokohama, and Yokohama.	Yokohama Maru Capt. Shinohara T. 12,500 Sado Maru Capt. Murazumi T. 12,500	WED. 15th Mar. at noon. TUES. 4th April, at noon.
SYDNEY & MELBOURNE via Manila, Cebu, Iloilo, Townsville, and Brisbane.	Tango Maru Capt. Takano T. 13,500 Nikko Maru Capt. Takeda T. 9,600	TUES. 14th Mar. at 4 p.m. FRI. 14th Apr. at 4 p.m.
CALCUTTA via Spore, Penang, BOMBAY via Singapore, Malacca and Colombo.	Kaga Maru Capt. Tsuda T. 12,000 Yelofu Maru T. 8,000	SUNDAY. 12th March. TUESDAY. 13th March.
SHANGHAI and Kobe.	Bombay Maru Capt. Kobayashi T. 8,000 Colombo Maru Capt. Nomura T. 8,000 Nikko Maru Capt. Takeda T. 9,500	TUESDAY. 14th March. FRIDAY. 24th March. SUN. 12th Mar. at 10 a.m.
SHANGHAI, Kobe and Yokohama.	Fushimi Maru	THUR. 16th Mar. at 10 a.m.

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To Victoria, Vancouver, Seattle, 1st Single £30.	1st Return £25.
To Sydney, 1st Single £40.	To Melbourne 1st Single £41.
1st Return £72.	1st Return £73.16.
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" 2nd " 90.	" 2nd " 83.

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Steamer.	Displacement	Leave Hongkong
Anyo Maru	18,500—15 knots	Sat. 11th March.
Shinyo Maru	22,000—21 knots	14th Mar. at noon.
Kwanlo Maru	22,000—21 knots	Wed. 29th Mar. at noon.
Chiyo Maru	22,000—21 knots	8th Apr. at noon.
Persia Maru	9,000—15 knots	21st Apr. at 10.30 a.m.
Tenyo Maru	22,000—21 knots	3rd May.

* Cargo only. * Via Manila Omitting Shanghai.
** Proceeding to South America Ports.
First Class to London—£71.10. Return (6 months) £120.
First Class to New York—£60. " £96.10.
" San Francisco £45. " £68.
Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of charge.

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VIA JAPAN PORTS, SAN FRANCISCO, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ PANAMA, CAJALLO, IQUITQUE and VALPARAISO, TEUCEN, BY TRANS-ANDRAN ROUTE TO BUENOS AIRES, ETC.

Steamer	Tons & Speed	Leave Hongkong
Anyo Maru	18,500—15 knots	11th March.

For full Particulars as to Passage & Freight, apply to

K. DOL, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

JAVIA-PACIFIC LIJN.

Regular Monthly Service between

JAVA, MAKASSAR, MANILA, HONGKONG AND SAN FRANCISCO.

Sailings Subject to Change Without Notice.

Steamers	From	Expected	Will Leave	For
Karimoen	JAVA	9th Mar. 1916.	13th Mar. 1916.	San Francisco
Tjikembang	JAVA	7th Apr.	11th Apr.	do
Arakan	JAVA	8th May.	12th May.	do

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all Overland Common Points in the United States of America and Canada."

For particulars of Freight and Passage, apply to—

Hongkong, York Building

JAVIA-CHINA-JAPAN LIJN.

Managing Agents.

SZE YAP S.S. CO., LTD.

HONGKONG, CANTON, MACAO & KONGMOON STEAMERS.

HONGKONG—CANTON LINE.

S.S. TAI LEE: CAPT. LOUSSIS.

HONGKONG TO CANTON 8.00 a.m. CANTON TO HONGKONG 5.00 p.m.

EXCURSION TO MACAO EVERY SUNDAY.

S.S. ON LEE: CAPT. HUGHES.

HONGKONG TO MACAO 9.00 a.m. MACAO TO HONGKONG 4.00 p.m.

HONGKONG—KONGMOON LINE.

S.S. ON LEE: CAPT. HUGHES & S.S. SHAN LEE: CAPT. SCOTT.

HONGKONG TO KONGMOON 6.30 p.m. KONGMOON TO HONGKONG 4.30 p.m.

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MANAGERS:—J. C. LAW

and JIM KAI

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SHIPPING

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
MANILA, CEBU & ILOILO	Tan	9th Mar. at 4 p.m.
SHANGHAI	Sinkang	9th Mar. at 4 p.m.
SHANGHAI	Luchow	12th Mar. at 4 p.m.
TIENSIN	Huichow	13th Mar. at noon.
MANILA, CEBU & ILOILO	Chinhua	14th Mar. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

"S.S. Anhui," "S.S. Chienan," "S.S. Luchow," "S.S. Yungchow," "S.S. Shantung," and "S.S. Sinkang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 86.

Hongkong 8th March, 1916.

JAVIA-CHINA-JAPAN LIJN.

Regular Fortnight Service between

JAVA, CHINA and JAPAN.

Steamer From Expected date of departure Will leave on or about For

Tjiliwong * MACASSAR in port 9th Mar. KOBE

* Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St Albans		15th Mar. at 11 a.m.
Empire	16th Mar.	8th Apr.
Eastern	6th Apr.	29th Apr.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

† All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.,

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in staterooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Hailhong	J. W. Evans	FRI. 16th Mar. at 2 p.m.
Haitan	J. S. Thomson	TUES. 14th Mar. at 2 p.m.
Hailching	W. C. Passmore	FRI. 17th Mar. at 2 p.m.

For Amoy Passengers only.

"Arrivals and Departures from the Company's Wharf (near Blake Pier)."

For Freight and Passage, apply to

Douglas Ladrak & Co.,

General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—(Subject to Alteration).)

For	Steamship	On
MANILA	Loongsang	Sat. 11th Mar. at 3 p.m.
SHANGHAI	Kwongsang	Sun. 12th Mar. at 4 p.m.
TIENSIN via W'wei	Chipsing	Tues. 14th Mar. at 4 p.m.
SHANGHAI	Wosang	Tues. 14th Mar. at 4 p.m.
SPORE, Pang & C'cutta	Fooshing	Wed. 15th Mar. at 3 p.m.
MANILA	Yunsang	Sat. 18th Mar. at 3 p.m.
SPORE, Pang & C'cutta	Suisang	Sat. 18th Mar. at 3 p.m.
SPORE, Pang & C'cutta	Laisang	Tues. 21st Mar. at 3 p.m.

Return Tours to Japan.

The steamers "Kungsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kamsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 15 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

† Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Jesselton and Labuan.

For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

LOG BOOK.

No Sunday Labour at Liverpool Docks.

At the meeting of the Mersey Docks and Harbour Board, a by-law was adopted abolishing, with certain exceptions, Sunday labour at the Liverpool docks. Among shipowners the proposition meets with general approval. It is not anticipated that the dockers have any objection.

Pay of Masters, Officers and Engineers.

Shipmasters are now securing round about 25 per month for tramp steamers. There is not, of course, so much inquiry for captain as for officers, but all the same it would be somewhat difficult to secure a captain for a foreign-going cargo steamer at less than the figure named. There are some too many ships' officers available, and rates of pay for tramp steamers per month are:—Mate, 18s. 10s.; second mate, 14s. 10s.; third mate (with ticket), 11s. The pay of engineers is:—First, 18s.; second, 16s.; third, 14s.; and fourth, 12s. It is worthy of note that the present conditions of the sea service, with the high rates of pay, have induced a number of men who had left the sea for shore life, to go back again to their old calling. This applies practically to all grades of seafarers.—Shipping and Mercantile Gazette.

Philippine Shipowners and the Mills.

Complaining that it is unjust to compel the carrying of government mails without remuneration, the Philippine Shipowners Association has requested the Manila Board of Public Utilities to protect it against the loss of revenue which it now suffers as a result of the orders of the Director of Posts and the Insular Collector of Customs obliging it to render this service free of charge. The shipowners state, says the Manila Bulletin, that prior to the passage of the parcels post act they derived considerable revenue from the transportation of express packages, but that now, although the government collects freight charges in postage on the packages sent by parcels post, nothing is paid to them for transporting the same. The Board of Public Utilities commissioners has ordered the shipowners to continue to comply with the government regulations until a hearing on the questions involved can be held, and March 9 has been set as the date for the hearing.

Lloyd's Shipbuilding Returns.

Lloyd's state that in consequence of the war, it is not possible at present to publish the usual information regarding the shipbuilding industry throughout the world. The present returns for the quarter ended 31st December, 1915, are therefore confined to merchant vessels in course of construction in the United Kingdom. The returns, which only take into account vessels of 100 tons and upwards the construction of which has actually begun, show that, excluding warships, there were 420 vessels of 1,363,599 tons across under construction in the United Kingdom at the close of the quarter ended 31st December, 1915. The tonnage now under construction in the United Kingdom is about 173,000 tons less than that which was in hand at the end of last quarter, and about 264,000 tons less than the tonnage building 12 months ago. It will be understood that the rate of progress in merchant ship construction continues to be very much reduced in the present circumstances and that the immediate output will be considerably less than that which would be obtained under normal conditions. Of the merchant vessels being built in the United Kingdom at the end of December, 363 of 1,111,541 tons are under the inspection of the Surveyors of Lloyd's Register with a view to classification by this Society.

Oysters, Fresh, Fried or Stewed
Plover, Haddock, Kipper &c.
ALEXANDRA CAFE.

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Subject to change without Notice.

HOMEWARD.

For Steamer Date of Departure.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,
TACOMA AND PORTLAND.
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CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

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VIA SHANGHAI, NAGASAKI AND HONOLULU.

APRIL 14 - JUNE 21 - AUGUST 25.

AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.

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AN IDEAL DRINK FOR
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SWEET OR DRY.

As supplied to all the leading London Hotels
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Trocadero, Hyde Park, Royal Automobile,
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SOLE AGENTS:

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NOTICES.

G. R.

Any European, Non-Asiatic or
Indian desiring to leave the
Colon should apply in writing
for permission to do so to the
Captain Superintendent of Police,
at least 48 hours before the in-
tended hour of departure, giving
name, nationality, age, sex,
height and occupation of the
applicant, and stating the name
of the steamer or other vessel or
the hour of the train by which
the applicant wishes to leave.
Applicants should apply in person
for their passes at the Central
Police Station between the hours
of 9 a.m. to 1 p.m. and 2 p.m. to
4 p.m. daily.
Hongkong 9th July, 1915.

NOTICE.

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The Forty-Seventh Ordinary
Meeting of Shareholders will be
held at the Offices of the under-
signed at Noon on TUESDAY,
the 14th instant.

The Transfer Books of the
Company will be closed from the
14th to 28th instant, both days
inclusive.

JARDINE, MATHESON
& Co., Ltd.,
General Managers,
HONGKONG FIRE INSURANCE
CO., LTD.
Hongkong, 2nd March, 1916.

LEE KEE

BUILDING CONTRACTOR.
SPECIAL IN SANITARY GOODS,
MANUFACTURE OF MOSAIC TILES,
FIRE BRICKS AND SANITARY STONE,
WARE DRAIN PIPES, IMPORTER AND
EXPORTER OF BUILDING MATERIALS.
Telephone No. 1483, Office & Showroom
Head Office—21, Wellington
Street.

NOTICES.

PUBLIC LECTURE,
on the Hongkong Currency
Problem.

Mr. J. M. Xavier has kindly
consented to deliver a Lecture,
to be followed by a discussion, on
the above subject, at the City
Hall, on FRIDAY, the 10th
March, at 8.15 p.m.
Ladies and Members of the
Public are invited.

H. E. POLLOCK,
Hon. Secretary,
Hongkong Odd Volumes Society.

LONDON DIRECTORY

(Published Annually)
Enables readers throughout the World to
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MANUFACTURERS & DEALERS
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complete commercial guide to London &
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ESTABLISHED 1834.

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the above Company are prepared to
ACCEPT RISKS against FIRE
at Current Rates.

SHEWAN, TOMES & CO.
AGENTS.

VESSELS LOADING AND TO LOAD.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be De- patched.
London & Cape Town, via Ports	Lyro M.	N. Y. K.	9. Mar.
London and Ports	Nankin	P. & O.	9. Mar.
Marseilles via Ports	Amazona	M. M.	18. Mar.
Liverpool	Bumaus	B. & S.	20. Mar.
London via Ports	Kovara	P. & O.	24. Mar.
London	Demodocus	B. & S.	25. Mar.
London & Cape Town via Ports	Miyazaki M.	N. Y. K.	25. Mar.
London via Ports	Nore	P. & O.	29. Mar.
London	Glenstrae	S. T. & Co.	Mar.
London	Keelung	B. L. Ltd.	15. Apr.

NEW YORK, SAN FRANCISCO AND CANADA.

Seattle	Titan	B. & S.	9. Mar.
South American Ports	Anjo M.	T. K. K.	10. Mar.
San Francisco	Karimoon	J. C. J. L.	13. Mar.
San Fco via Shanghai & Japan	Shinyo M.	T. K. K.	14. Mar.
Victoria, B.C., & Seattle	Yhana M.	N. Y. K.	15. Mar.
Vancouver	E. of Russia	C. P. R.	22. Mar.
New York	Indrasamha	S. T. & Co.	Mar.
New York via Cape	Egremont	C. D. & Co.	Mar.
Victoria, B.C., & Seattle	Saco M.	N. Y. K.	4. Apr.
Seattle	Liou	B. & S.	4. Apr.
Vancouver	E. of Japan	C. P. R.	5. Apr.
San Francisco via Shanghai & Japan etc.	Chiyo M.	T. K. K.	8. Apr.
San Francisco	Tikembang	J. C. J. L.	11. Apr.
Vancouver	China	C. M. S. S.	14. Apr.
San Francisco via Manila	E. of Asia	C. P. R.	19. Apr.
Vancouver	Peria M.	T. K. K.	21. Apr.
San Francisco via Shanghai & Japan etc.	Monteagle	C. P. R.	26. Apr.
Seattle	Talhybuis	B. & S.	28. Apr.
San Francisco via Shanghai & Japan etc.	Tenyo M.	T. K. K.	3. May
San Francisco	Arakan	J. C. J. L.	12. May

AUSTRALIA.

Sydney & Melbourne via Manila	Tango M.	N. Y. K.	14. Mar.
Australian Ports via Port Darwin	St. Albans	G. L. Co.	15. Mar.
Australian Ports via Port Darwin	Empire	G. L. Co.	8. Apr.
Sydney & Melbourne via Manila	Nikko M.	N. Y. K.	14. Apr.
Australian Ports via Manila	Changha	B. & S.	17. Apr.
Australian via Manila	Eastern	G. L. Co.	29. Apr.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Shanghai, Kobe and Yokohama	Polynesien	M. M.	8. Mar.
Batavia, Sourabaya, etc.	Hokuto M.	D. & Co.	8. Mar.
Manila, Cebu and Iloilo	Tea	B. & S.	9. Mar.
Kobe	Tikwang	J. C. J. L.	9. Mar.
Shanghai	Sinkiang	B. & S.	9. Mar.
Singapore, Amoy & Foochow	Haihong	D. L. & Co.	10. Mar.
Manila	Loongang	J. M. Co.	11. Mar.
Shanghai	Kwonggang	J. M. Co.	12. Mar.
Nagasaki, Kobe & Yokohama	Nikko M.	N. Y. K.	12. Mar.
Shanghai and Japan	Tenue	B. & S.	12. Mar.
Calcutta, etc.	Kaga M.	N. Y. K.	12. Mar.
Shanghai	Lushow	B. & S.	12. Mar.
Moji, Kobe & Yokohama	Banni M.	D. & Co.	13. Mar.
Tientsin	Huichow	B. & S.	13. Mar.
Shanghai and Japan	Ajar	B. & S.	13. Mar.
Shanghai, Kobe and Moji	Iola	D. S. & Co.	14. Mar.
Tientsin and Weihaiwei	Shipshing	J. M. Co.	14. Mar.
Shanghai	Wosang	J. M. Co.	14. Mar.
Singapore, Amoy & Foochow	Haitan	D. L. Co.	14. Mar.
Manila, Cebu and Iloilo	Chinua	B. & S.	14. Mar.
Shanghai and Kobe	Bombay M.	N. Y. K.	14. Mar.
Bombay via Ports	Luzon M.	O. S. K.	15. Mar.
Singapore, Penang and Calcutta	Fooshing	J. M. Co.	15. Mar.
Shanghai, Kobe and Yokohama	Fashimi M.	N. Y. K.	16. Mar.
Shanghai and Ports to Yokohama	Malta	P. & O.	16. Mar.
Shanghai and Japan	Nelus	B. & S.	17. Mar.
Singapore, Amoy & Foochow	Heiching	D. L. Co.	17. Mar.
Manila	Yuensang	J. M. Co.	18. Mar.
Singapore, Penang & Calcutta	Suising	J. M. Co.	18. Mar.
Manila	Ixion	B. & S.	20. Mar.
Singapore, Penang and Calcutta	Laising	J. M. Co.	21. Mar.
Belawan, Deli (Stra) via Stow	S. Jacob	J. C. J. L.	24. Mar.
Shanghai, Kobe & Yokohama	Colombo M.	N. Y. K.	24. Mar.
Shanghai & Ports to Yokohama	Nagaya	P. & O.	25. Mar.
Shanghai and Japan	Oanfa	B. & S.	25. Mar.
Bombay via Ports	Yetrofom M.	N. Y. K.	28. Mar.
Amoy and Takao	Soshu M.	O. S. K.	Mar.
Shanghai and Japan	Ningchow	B. & S.	2. Apr.
Shanghai, Takao & Dalny	Pyrrhus	B. & S.	7. Apr.
Manila	Talhybuis	B. & S.	14. Apr.
Shanghai and Japan	Cyclops	B. & S.	28. Apr.

THE AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN		
CHANGSHA	9th Apr.	17th Apr.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Telephone No. 93.

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

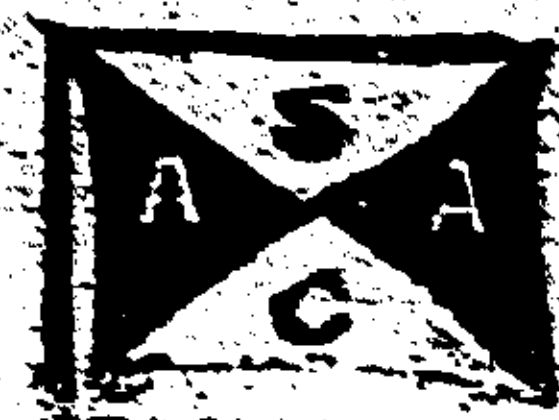
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TO SAIL.

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AMERICAN ASIATIC S.S. Co.
For NEW YORK via SUEZ
CANAL OR CAPE OF
GOOD HOPE.

(With liberty to call at the
Malabar Coast).

The s.s. "INDRASAMHA"
about middle of March 1916.

For freight and further partic-
ulars, apply to

SHEWAN TOMES & CO.
General Agents.

REGULAR STEAMSHIP

SERVICE.

HONGKONG-NEW YORK.

Proposed Sailing from Hongkong
For NEW YORK via SUEZ
CANAL OR CAPE OF
GOOD HOPE.

The Steamship
"EGREMONT CASTLE"
sailing hence about Beginning
of March, 1916.

For Freight and further inform-
ation apply to

DODWELL & CO. LTD.
Agents.

Hongkong, 17th February, 1916.

CONSIGNEES

TOYO KISEN KAISHA

From MEXICAN, PERUVIAN
CHILIAN PORTS, HONOLU-
LU, and JAPAN PORTS.

s.s. "ANYO MARU"

The above named steamer having
arrived, Consignees of
cargo are hereby notified to send
in their Bills of Lading for counter-
signature, and to take immediate
delivery of cargo from alongside.
Cargo remaining undelivered
on 3rd March, at noon, will
be landed at Consignees' risk
and expense, and delivery must
then be taken from the Com-
pany's Godown. Storage charges
will be assessed on all
goods remaining undelivered on
the 7th March at 5 p.m.

No Fire Insurance whatever
will be effected.

No Claim will be recognised
after the goods have left the
steamer or Godown.

All chafed and damaged
cargo will be landed into
the Company's Godown, where
they will be examined on the
13th March at 1 a.m.

No Claims will be recognised
if filed after the 15th March, 1916.

K. DOL

Acting Agent.

Hongkong, 1st March, 1916.

Don't forget: after the Show,
Supper and Light Refreshments
ALEXANDRA CAFE
Open Till Midnight.

VESSELS DUE.

Agents.	Vessel's Name.	Ton- nage.	Date Due.	From.
B. & S.	Indraghiri	5,725	Mar. 8	Manila
N. Y. K.	Bombay Maru		Mar. 8	Bombay
N. Y. K.	Bombay Maru		Mar. 9	Calcutta
K.C.M.L.	Karimoon		Mar. 9	Java
P. & O.	Nankin	6,853	Mar. 10	Yokohama
D. S. & Co.	Iola		Mar. 10	Calcutta
P. & O.	Malta	6,064	Mar. 11	London
B. & S.	Tenue	9,046	Mar. 11	Liverpool
N. Y. K.	Tango Maru	13,500	Mar. 13	Australia
B. & S.	Ajar	7,040	Mar. 13	Liverpool
P. & O.	Nore	6,703	Mar. 14	Yokohama
G. L. & Co.	Empire		Mar. 16	Australia
B. & S.	Nelus	6,685	Mar. 16	Liverpool
B. & S.	Ixion	10,321	Mar. 16	Seattle
T. K. K.	Peria Maru		Mar. 21	San Francisco
P. & O.	Sardinia	6,580	Mar. 24	London
P. & O.	Norara	6,580	Mar. 24	Yokohama
B. & S.	Oanfa	9,015	Mar. 25	Liverpool
B. & S.	Ixion	10,321	Mar. 28	Manila
P. & O.	Nore		Mar. 28	Yokohama
B. & S.	Ningchow	9,021	Apr. 1	Liverpool
B. & S.	Glaucus	5,573	Apr. 4	Liverpool
B. & S.	Pyrrhus	5,573	Apr. 6	Liverpool
G. L. & Co.	Eastern	7,603	Apr. 6	Australia
J.C.J.L.	Tikembang		Apr. 7	Java
B. & S.	Changha		Apr. 9	Australia
B. & S.	Talhybuis	10,224	Apr. 10	Seattle
N. Y. K.	Nikko Maru	9,600	Apr. 13	Australia
B. & S.	Talhybuis	10,224	Apr. 22	Manila
B. & S.	Cyclops	9,033	Apr. 27	Liverpool
J.C.J.L.	Arakan		May 8	Java

VESSELS IN PORT.

Steamers.

Kailong, Br. ss. 887, J. R. Evans, 2nd Feb.
Haiphong, 30th Jan. Gen.—B. & S.

Telamachia, Br. ss. 1,350, A. Fraser, 28th
inst.—Saigon, 3rd inst. Rice—
Chinese.

Wahing, Br. ss. 1,170, Pictorial, 17th
Feb.—Bangkok, 7th Feb. Gen.—
J. M. & Co.

Australian Transport, Br. 3,012, F. R.
Clark, 17th Feb. Gen.—S. F. 7th
Oct. 1915. Railway Material—R. L.
Tilim, Nor. ss. 885, D. Hovenden,
18th Feb.—Bangkok, 2nd Feb. Rice—
T. & Co.

Vital, Br. ss. 2,700, J. W. Read, 19th Feb.
—Kuching, 15th Feb. Gen.—
B. & S.

Kalya, Br. ss. 1,158, Wilton, 24th Feb.—
Put back in distress, 23rd Feb. Nil—
T. & Co.

Hinsang, Br. ss. 1,885, A. C. Kennedy,
24th Feb.—Santakan, 19th Feb. Gen.—
J. M. & Co.

Van Spilbergen, Dut. ss. 1,863, Weard,
24th Feb.—Canton, 24th Feb. Gen.—
J. C. J. L.

Egremont Castle, Br. ss. 3,342, J. N.
Craven, 25th Feb.—Vladivostok,
16th Feb. Gen.—D. & Co.

Taiwan Maru, Jap. ss. 1,143, F. Sakai,
23rd Feb.—Saigon, 24th Feb. Rice—
D. & Co.

Titan, Br. ss. 3,730, J. W. Read, 25th
Feb.—Manila, 27th Feb. Gen.—B. & S.

Wollara, Br. ss. 1,677, R. W. S. Post,
chard, 1st March—Saigon, 25th Feb.
Rice—E. H. Ray.

Anyo M., Jap. ss. 2,730, T. Ott, 1st Mar.
—Moji, 25th Feb. Gen.—T. K. K.

Telamachia, Br. ss. 1,350, A. Fraser, 1st
March—Saigon, 25th Feb. Rice—
Chinese.

Asia M., Jap. ss. 1,482, Y. Nishi, 2nd
March—Calcutta, 23rd Feb. Gen.—
Chinese.

Tango M., Jap. ss. 1,639, T. Fumoto, 2nd
Mar.—Dairen, 21st Feb. General—
M. B. K.

Tikwang, Dut. ss. 3,600, A. Oldenburger,
3d March—Baitk Papua, 26th Feb.
General—J. C. J. L.

Taming, Br. ss. 1,356, Poundfather, 4th
March—Manila, 1st March. Sugar—
B. & S.

Han-met, Amss. ss. 2,773, K. M. Klassen,
4th March—Saigon, 23rd Feb. B. & S.

Halvard, Nor. ss. 1,065, C. Beck, 4th
March—Manila, 1st March. Gen.—
Anna, Nor. ss. 1,017, A. Arntsen, 4th
March—Bangkok, 25th Feb. Rice—
T. & Co.

Dagda, Nor. ss. 897, Thorsen, 5th March
—Saigon, 23rd Feb. B. & S. T. & Co.

Loonggang, Br. ss. 952, W. G. G. G.
6th March—Manila, 3rd March. Gen.
J. M. & Co.

Kaisang, Br. ss. 1,555, J. F. Mathews, 6th
Mar.—Saigon, 2nd Mar.—J. M. & Co.

Okoboko M., Jap. ss. 4,012, Shinoha,
7th Mar.—Bangkok, 4th March.
Gen.—N. Y. K.

Shesoo, Chinese ss. 634, W. Sinclair, 7th
March—Saigon, 2nd March. B. & S.
—Order.

COMMERCIAL

Shanghai Coal Report.
Messrs. Wheelock & Co.'s coal market report (Shanghai, 2nd March), is as follows:—
Japan Coal.—The coal market in Japan is still advancing owing to a shortage of supply in consequence of the tremendous demand for all kinds of coals for industrial purposes. In Shanghai, the market is also very firm, and several contracts have recently been concluded with native dealers at much higher rates than obtained last Autumn, but the time for delivery has been restricted owing to the difficulty of forecasting freights at too distant a period.
Fushun Coal.—Supplies are as limited as ever.

Kaiping Coal.—Owing to the extraordinary rise in freights, practically no new business has been done, buyers are at present unable to offer a price commensurate with the cost of carriage. Purchasers must be prepared for a very big advance in quotations in the near future.

Enemy Trading in India.
In the House of Lords last month, Lord Illington, replying to Lord Sydenham, said the Indian Ordinances on this subject laid down that all hostile enemy companies and firms should cease trading unless licensed by the Government of India. The definition was a wide one and those concerned were dealt with under various heads. First came those who were under general licences which permitted the firms to carry on their work as before without any restrictions, and which applied to companies that had not more than a third issued capital belonging to hostile enemies. Secondly, there was the category under special licences. There were three kinds of these licences. The first permitted a firm to trade in order to only liquidate its assets and pay its debts in India. From the termination of that process the company was to be closed up. The second permitted the company to trade under supervision by an officer nominated by the Government who had complete authority to inspect all the books. Thirdly, there was a licence which allowed the company to conduct its business without restrictions, but at the same time subject to the orders, which were in force and which were contained in the Royal Proclamations, or any Government of India notification regarding trading with enemy firms. The latest information they had in the India Office was that 50 firms were allowed to trade without restriction; 79 to trade under control; and 114 were in process of liquidation with the view to being wound up. The Governor-General in Council might at any time revoke any licence or add to the restrictions. He thought this would show that the scope of the Indian rules was as wide as, if not wider than, the Bill that had just been passed. The Government of India's instructions in regard to the operations of these foreign trading orders to local governments was that licences should only be granted in cases of special reason. By that he meant that only those firms whose discontinuance was likely to be prejudicial to British and Indian interests were recommended for the licences. There was no reason to suppose that the Government of India had been showing undue tenderness to these firms. Every possible precaution has been taken to see that their manganese ore came direct and solely to this country. The feeling was developing that whenever possible these enemy firms should no longer continue permanently to exist in our midst. He understood from those competent to give information in the India Office that machinery was already available in existing orders and notifications in India. It might be confidently anticipated that the Government of India would actively co-operate in effecting the same purpose in India as would be laid down here and elsewhere in the Empire.

Fushun Coal Report.
The Fushun coal export returns for the month of January last were 39,889 tons. This shows a decrease of 5,517 tons and 5,847 tons from the corresponding period of last year and the preceding month respectively.

OUR SPORTS LETTER.

(From Our Own Correspondent.)
Golf.

London, January 23.

The challenges which American golfers throw down to the British cracks are thoroughly sporting. The risk of losing their national honours does not deter them in extending the warmest possible invitation to our best players. "Come over here," they say, "and if you beat us, that can't be helped." Of course the sensational sobriquet of Francis Ouimet in foiling the schemes of Harry Vardon and Edward Ray three years ago has not been forgotten, and it is no doubt hoped that from amongst all the talent in the States, another Ouimet will turn up to stagger the golfing world and keep the championship at home. But they are always prepared to face the uncertainty. Nowhere better than in America are the capabilities of the British professionals appreciated. Vardon, of course, is the first favourite there as well as at home, and once more he has been invited to go over this summer. Invitations have also been extended to the other five times ex-champions, J. H. Taylor and James Braid, and all three are at present considering ways and means of undertaking a tour. Several years ago Taylor played in America, but this would be Braid's first visit. It can be taken for granted that they will go if they can obtain the necessary leave of absence from their clubs and the financial inducements are satisfactory. It may be thought advisable to have a fourth member of the party, and this is not likely to be easily arranged as a man of military age will not be granted a passport to leave the country. Vardon, Taylor and Braid celebrate their 40th birthdays this year, but the bar is up against Ray and Duncan though both are married and have children. These last two with Vardon and C. H. Mayo had arranged a tour last summer, and were to sail on the Lusitania from Liverpool, but after the Lusitania was torpedoed they cancelled all their arrangements. Golf at home is still in a very lifeless condition. The recent improvement in the weather has brought more players out on to the links, but in the main they represent the retired class and there is no competitive interest. The professionals—those who have not forsaken their shops for the nutrition factory—are having a very bad time financially, and one could name twenty or more who could name enclash at the opportunity of going to America on tour.

Boxing.
It has been a bad week for British boxers abroad. Llew Edwards our feather-weight champion has been beaten in Australia by Charlie Simpson and Fred Welsh. Young Ahearn and Kid Lewis have all been on the losing side in America. The set back to Edwards is rather surprising. At Sydney last December, he defeated Hill in thirteen rounds and gained the feather-weight title of the Empire. Prior to this contest Hill had gained a verdict over Simpson, and now we find the latter proving too for the Welshman. Here form is badly upset, and one wonders whether the falling off of Edwards is due to climatic conditions. It is a curious fact that few English boxers do themselves justice in Australia owing to the difficulty experienced in keeping down weight. Of the four results mentioned, however, the most sensational is the humiliating defeat of Ahearn who was knocked out in less than a minute's boxing by Mike Gibbons. Without making any excuse for the Englishman it may be stated that the knock out blow may be very lucky. Certainly the contest was over all too soon to obtain a proper idea of the merits of the two men. There was one factor which probably had a direct bearing on the result. Some time ago the non met and Ahearn was knocked out in the fourth round. Now the boxer never forgets the circumstances of a knock out, and it is quite likely that when Ahearn went into the ring on this occasion he was obsessed with the fear of that short-arm punch which ended the previous bout. This reverse came as a great

surprise, for in England Ahearn has been looked upon as the future middle-weight champion of the world. Indeed, it has been said that he was capable of taking on the heavy man, but Gibbons has very thoroughly dispelled that ridiculous idea. The Englishman in fact will have to start all over again as it were, but he is only twenty three years of age and has ample time to make a complete recovery.
Jimmy Wilde, the most extraordinary boxer the sport has known, continues to fill the bill at home. He has a fight once a week, and though in each he has to give away a prodigious amount of weight there is never any doubt about his winning. His latest victory was over Tom Noble, an ex-champion who is sturdy as well as skilful. But just eleven rounds sufficed for Wilde to beat him most decisively. The young Welshman who stands 5 ft. 3 inches and weighs under 7st has just offered himself for the Army, and to the astonishment of those who know his physical powers has been rejected on medical grounds, his certificate being marked "weak leg." Surely it is a case of the doctor being deceived by his frail and delicate appearance. If he had been rejected for "insufficient development" one could have understood, but an absurd mistake would still have been made.

Billiards.
A marked but unintentional honour is being paid to George Gray, the young Australian billiard player. In effect the Billiards Control Club, who have been pleased to assume the right over the head of the Billiard Association to legislate for the game, have said to him "Your cleverness in building big breaks by a sequence of losing hazards off the red ball has placed all the other professionals in a false position, and in order to neutralise your advantage we intend to pass a law which will make your red losers illegal. You are really much too good, and we shall have to bring you down to the level of the other members of the profession." Ever since Gray came to England and startled the billiard world by his big breaks there have been those, blind to the merits of the performance, who have said "Oh, we can't tolerate this sort of thing. We shall have to stop it." And at last, after several years they propose to pass a rule against the sequence of losing hazards. This is how they intend to accomplish their absurd purpose. A player shall not be allowed to make more than 51 points from losing and winning hazards consecutively; when this number has been reached a caution must be made if the player is to continue his break. The point at once arises—What if the object white ball is not on the table? Such a situation would seem to make the proposal impossible but with a real touch of genius—and an utter disregard for lawlessness in breaking up one of the root principles of the game—these new and inspired lawmakers suggest that the white ball which has been "shopped" should be taken out of the pocket and placed on a spot at the back end of the table corresponding with the existing spot. This would mean that there would be always two object balls on the table, though the bank line would retain its present protective character. Obviously billiards would be transformed. For one thing we should have the winner-cannon game played at both end of the table. Further, it would mean the end of the double-bank and defensive play generally. And this revolutionary change is proposed with the one object of killing the success of one man who if it were introduced would be ruined professionally! But whilst it is unthinkable that such an absurd rule will be passed there is undoubtedly a very strong resolve to stop the "red-ball" break. Some of the professionals are prepared to accept the ban, but Inman, with a nice appreciation of the injury it would cause to Gray, describes it as ridiculous. Billiard players generally look on with indifference realising that restrictions to breaks of over fifty concern them very slightly.

Football.
The London Football competition came to an end in a rather curious way, only one out of the six matches having a definite result. Included amongst the teams only able to draw were Chelsea and it was a fine performance on the part of Stamford Bridge where only one other side, namely, Millwall, has done as well this season. It was a splendidly contested match, and the result did not affect the position of Chelsea, who had already won the championship with the extraordinary record of 57 points out of a possible 64 and 61 goals to their credit. As has already been stated, there is to be another competition started for London, but before this begins, the twelve clubs are to take part in a series of charity games, the whole of the receipts having been promised to the fund to buy comforts for men in the Footballers' Battalion at the front. When a new start is made Reading and Luton, who have not hitherto taken part in any League, will be included, the fourteen clubs being divided into two sections of seven each, home and home games being played until the end of April. A similar arrangement has been made for the Midland and Lancashire Groups, but neither of these has yet been completed. Notts Forest, who by the way have lost fewer goals than any club in the three Leagues which is a high tribute to the splendid goal keeping of Hardy, the Aston Villa international, advanced a stage nearer to gaining the championship of the Midlands by registering a comfortable victory at Lincoln. The Forest indeed must blunder badly to lose the honours whilst Sheffield United and Barnsley can only take the leadership from them by winning all their remaining matches. The Lancashire combinations are coming to an end with a warm glow of excitement. For several months Burnley have been prospective champions, but once having lost the first position in the table they are experiencing great difficulty in wrestling it from Manchester City. They won their match with Stockport by the biggest margin of the day (5-1) but Manchester City kept their place by overcoming Everton. The position of the clubs to date is as follows:—

London Combination.		
	Goals.	
Chelsea	22 17 18 37	
Millwall	22 12 6 44 24 30	
The Arsenal	22 10 5 743 46 25	
West Ham	22 10 4 847 35 24	
Fulham	22 10 4 845 37 24	
Tottenham	22 8 8 638 35 24	
Brentford	22 6 8 833 40 20	
Q.P. Rangers	22 8 1127 41 19	
C. Palace	22 8 1135 55 19	
Watford	22 8 1137 48 17	
Clapton O.	22 4 6122 44 14	
Croydon C.	22 3 5142 50 11	

Midland Section.		
	Goals.	
Notts F.	21 14 4 345 17 32	
Sheffield U.	21 10 5 643 31 25	
Barnsley	21 12 1 837 42 25	
Huddersfield	21 10 4 735 28 24	
Leicester F.	21 10 3 834 29 23	
Notts O.	21 9 4 835 27 22	
Leeds C.	21 9 4 833 31 22	
Sheffield W.	21 9 3 934 30 21	
Lincoln	21 9 1 1138 48 19	
Bradford C.	21 7 4 1031 28 18	
Bradford T.	21 7 3 1137 35 17	
Hull C.	21 7 3 1131 43 17	
Grimsby T.	21 6 5 1024 35 17	
Derby C.	21 6 5 1024 38 17	

Lancashire Section.
Goals.
Manchester C. 21 13 5 542 25 29
Burnley 21 12 4 563 33 28
Everton 20 13 0 751 33 25
Stockport C. 21 11 3 737 29 25
Stoke 21 10 5 636 32 26
Blackpool 21 11 2 842 37 24
Liverpool 21 8 6 740 37 22
Bury 21 9 10 39 41 20
Oldham A. 20 8 3 937 38 19
Southport C. 21 7 5 932 34 19
Manchester U. 21 7 5 936 40 19
Rochdale 21 5 12 26 44 14
Bolton W. 21 5 14 33 58 12
Preston N.E. 21 4 21 52 52 10

Trade of Sydney Harbour.
The 15th annual report of the Sydney Harbour Trust states that the revenue collected during the year amounted to 464,631l., and the working expenses to 133,158l. The tonnage of goods imported during the year was 4,487,606 tons, as compared with the previous year. The value of overseas exports during the year ended Dec. 31, 1914, was 26,531,036l., as against 31,105,773l. for 1913.

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